CHURCH-BUILDING INTELLIGENCE, &c.

All Saints, Maidstone.—The work of restoration in this fine old structure is steadily progressing. Another arch, besides the elegant screen on the north side of the altar, has been denuded of its disfiguring whitewash. On this screen, on the whitewash being removed, were found traces of its having been splendidly embellished with gilding and painting, the pattern of which is sufficiently distinct to enable it to be restored.

Eastwell.—The Earl of Winchilsea has restored the parish church of Eastwell. The church is a very ancient one, and possesses some interesting historical associations. Amongst others it may be mentioned that the son of Richard, the Plantagenet, who was killed at the battle of Bosworth Field, was buried there.

Brandeston Church.—The President and Scholars of St. Mary Magdalen College, in Oxford, at a general meeting of the society on the 3rd inst., granted a donation of 40*l.* in aid of the restorations now in progress there, from designs by Mr. Blore.

It is with the most heartfelt gratification we record the splendid donation of 2,000*l.*, by the Lord Bishop of Gloucester and Bristol, towards the erection of churches in his diocese, for the especial benefit of the poor.

Earl Powis has given notice of his intention to bring forward a motion for repealing the Act which authorizes the union of the sees of St. Asaph and Bangor. The University of Cambridge is about to petition for the same object.

Establishment of Ecclesiastical Districts.—There are about one hundred and fifty applications to the Ecclesiastical Commissioners for England, chiefly from the northern parishes, for the establishment and endowment of ecclesiastical districts under Sir Robert Peel's Act of last session; not one of which is in contain less, and many considerably more, than 2,000 souls. Taking the average (which may be safely done) at three thousand, here are proposals for at once providing direct, authoritative, independent, pastoral superintendence for a population of 450,000 souls.

RAILWAY INTELLIGENCE.

Railway at Elgin.—There is a scheme at present in cogitation to establish a railway communication betwixt the new harbour at Stotfield Point and Elgin, and from the latter place to Rothes. In speaking of this undertaking, the *Elgin Courant* says—"When the proposal was made to form a company, with a capital of 20,000*l.*, for the purpose of building a new harbour at Stotfield Point, the idea was looked upon as monstrous and visionary, and the promoters were often told that, to raise such a capital in a poor remote district like this was impossible; and yet we have seen the harbour completed at an expense of 14,000*l.*, for which it yields a fair return, and now holds out every inducement to extend its advantages to the surrounding district. The surface of the county betwixt Elgin and Stotfield Point presents no natural obstacle to the construction of a nearly level railway; but simple as the matter looks to one who has only to examine a finished survey, with a previous intimate acquaintance with the ground, already have several important and undoubted improvements been suggested on the line as surveyed. From Elgin to Rothes the line shews itself through the remarkable glen lying midway. Nature has here provided an inlet to the rich and beautiful highland strath, along a course in which the summit level to be overcome does not exceed three hundred feet in six miles. From this short description of the course of the railway, taken in conjunction with the cheapness of labour here, the estimate of construction, at less than 3,000*l.* per mile, will, we feel assured, be admitted; and if so, will present a marked contrast to the enormous cost of railways in other places."

The Sussex Railways.—Bills are about to be introduced into Parliament to authorize the formation of two branches of the London and Brighton Railway, one an extension of the Shoreham line westward to Chichester, the other running from Brighton eastward to Hastings.

Gravesend.—A meeting of the Town Council took place on Tuesday last, the proceedings of which were one continued scene of confusion and contention. A motion for rescinding all that has been done for the purpose of uniting the interest of the rival piers was proposed, and after a warm discussion was carried; but it was then discovered to be informal, and was consequently withdrawn. The principal apple of discord now seems to be the proposed Rosherville railway, which naturally excites great alarm in the borough.

Margate.—The surveyor of the South-Eastern Railway Company has been sojourning in this town during the past week, and from his report it is understood that there is every probability of the railway from here to Ashford being completed in twelve months from the present time; operations will commence immediately the standing crops of the ensuing season are off the ground.

Hawkhurst.—On Monday last a public meeting was held at Hawkhurst, to receive the report of a committee appointed some time since to confer with the Rye and Hastings committee on the subject of a railroad to Staplehurst by Hawkhurst, instead of by Rye to Headcorn. Lord Beresford in the chair.

Railway Signal.—The directors of the railway from Breslau to Freyburg, in Silesia, have established in each of the carriages a signal, by which passengers, in case of necessity, may have the train stopped. This is done by hoisting a flag through an aperture in the roof, and this being perceived by a conductor, he orders the stoppage of the locomotive, and proceeds to inquire into the cause of the signal.

French Railways.—The second part of the works of the railroad from Rouen to Havre, between Barentin and Fiamenville (about nine English miles) has been contracted for (says the *Journal de Chemins de Fer*) by Messrs. Mackenzie and Brassey, at the sum of 2,008,635*f.*

Law Intelligence.

SMITH'S PATENT WIRE ROPE.

VICE-CHANCELLOR'S COURT, Feb 10.

(*Before Sir James Wigram.*)

Matthews *v.* Smith.—Mr. J. Russell and Mr. Willcock moved, on behalf of the defendant, that an injunction which had been granted in this case, restraining him from assigning, vending, or disposing of certain patents and leasehold premises of the partnership business of wire rope manufacturers (in which he, the plaintiff, had been engaged), and from removing the books of the firm from the premises, might be dissolved, or that the plaintiff might be committed for contempt. The case has been recently before the Court, when it appeared a bill had been filed by the defendant praying a dissolution of partnership. The plaintiff had also instituted a suit, the object of which was to obtain a declaration of the Court that the partnership was subsisting. An injunction was also prayed by the plaintiff, in the terms above mentioned, but requiring in addition that the defendant might be restrained from granting licenses to parties to vend the patent wire rope, and also for a receiver. With the latter part of the motion the Court had refused to interfere, and the suit as to the validity of the partnership is still pending. The ground upon which the motion was now made for dissolving the injunction, or for commitment, was, the insertion by the plaintiff of two advertisements, headed "Wire Rope Patent," and warning the public that the patent could not be parted with or disposed of, or any business thereunder granted, without Matthews's consent—and that all persons having any dealings with Mr. Smith in respect to this article, without the consent of the plaintiff, after such notification, will do so at their peril. It was contended, that the advertisements, referring as they did to the suit between the parties, were an interference with the order of the Court, and that, as their tendency was also to interfere with and ruin the business, the Court would interfere by acceding to the present motion. The advertisement was a misrepresentation of the order of the Court, and, as such, was cognizable by it.

Mr. Kenyon Parker and Mr. Grove opposed the motion, disclaiming, on the part of the plaintiff, any intention of giving offence to the Court, or any design to injure the defendant, or to ruin a business in which he had much interest, and from which he expected to realise a large sum. He had merely cautioned the public against dealing with his partner alone without his sanction.

His Honour suggested, that as the effect of another advertisement, simply recalling those complained of, might probably have an affirmative declaration that all parties might deal with Mr. Smith alone, it would perhaps be better that the counsel for the parties should agree upon the form of an advertisement, not only recalling what had been said, but also stating the nature of the suit pending, and what had been done on the motion. To this the counsel on both sides agreed; and leave was given to mention the case again, if necessary, on a future day.

[This case has been before the Court on three separate occasions, besides the one noted above.]

MONDAY, Feb. 12.

(*Before Sir L. Shadwell.*)

Ranger *v.* the Great Western Railway Company.—This cause was spoken to this morning as to finally settling the minutes of his Honour's decree, as delivered out by the registrar. After a lengthy and desultory discussion between the counsel,

His Honour made the following order,—viz. "Let the decree be drawn up according to the minutes issued by the registrar, except that they are to be prefaced by the following declaration:—Declare that for the general purposes of the decree the portion of the railway in the pleadings mentioned, described as No. 1 B extension, must be considered as included in the contract No. 1 B; and the line of railway substituted for the line in the contract No 8 L, must be considered as included in the contract No. 8 L; also, that where the decree directs the plaintiff's 'bill' to stand dismissed, the word 'bills' is to be inserted; and that the costs are to be paid by the plaintiff to the defendants; and also the following direction, that the defendants (the company) upon reasonable notice, at all proper times and in a proper manner, permit the plaintiff, his solicitor or agent, to survey and inspect the line of railway, and the works thereon, included in the contracts 1 B and 2 B, and the line of railway described as 1 B extension, and the Reading line."

DEOXIDATION OF METALS—CRAUFURD'S PATENT.

Tuesday, Feb. 13.

(*Before Sir L. Shadwell.*)

Patterson *v.* Holland.—This is a dispute between rival patentees of similar inventions for protecting iron and other metals from oxidation and corrosion, by means of a coating of zinc, or zinc and tin. The plaintiffs' patent was originally granted in 1837, to Mr. W. H. Craufurd, and subsequently to the plaintiffs, who were formed into a company to carry it into operation. This invention appeared simply to consist in covering iron or certain other metals with a coating of zinc, by means of sal-ammoniac or muriatic acid, and sometimes superadding a covering of tin, but producing an electro-negative quality in the iron, which was said to resist the chemical action of the atmosphere. The defendant (who confessed in Court that his invention was communicated to Morewood, his original patentee, by one Peter Naylor, an American) first covered the iron with a fine coating of tin, and then added a coating of zinc, in a manner similar to the process of the plaintiffs. This invention, which was also protected by a patent, granted in 1841, was alleged by the plaintiffs to be in effect the same as theirs, with a mere colourable variation; and they now moved for an injunction to restrain the infringement. The defendant, by reference to the long known process of tinning, and the description in chemical books of the principle of resisting oxidation by a coating of metal, insisted that there was no validity in the plaintiffs' patent for a new invention, and, moreover, that there was no infringement. The only question was,

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